HOLLAND AMERICA LINE



STATE NATIONAL BANK,
SPRINGFIELD, ILL.
AGENT.

221/#6AB403 - #28.00

HANDBOOK of INFORMATION for PASSENGERS

HOLLAND-AMERICA LINE

Regular Twin-Screw Passenger Service
between
NEW YORK and ROTTERDAM
via BOULOGNE-SUR-MER

Passenger Offices and General Agencies in Europe

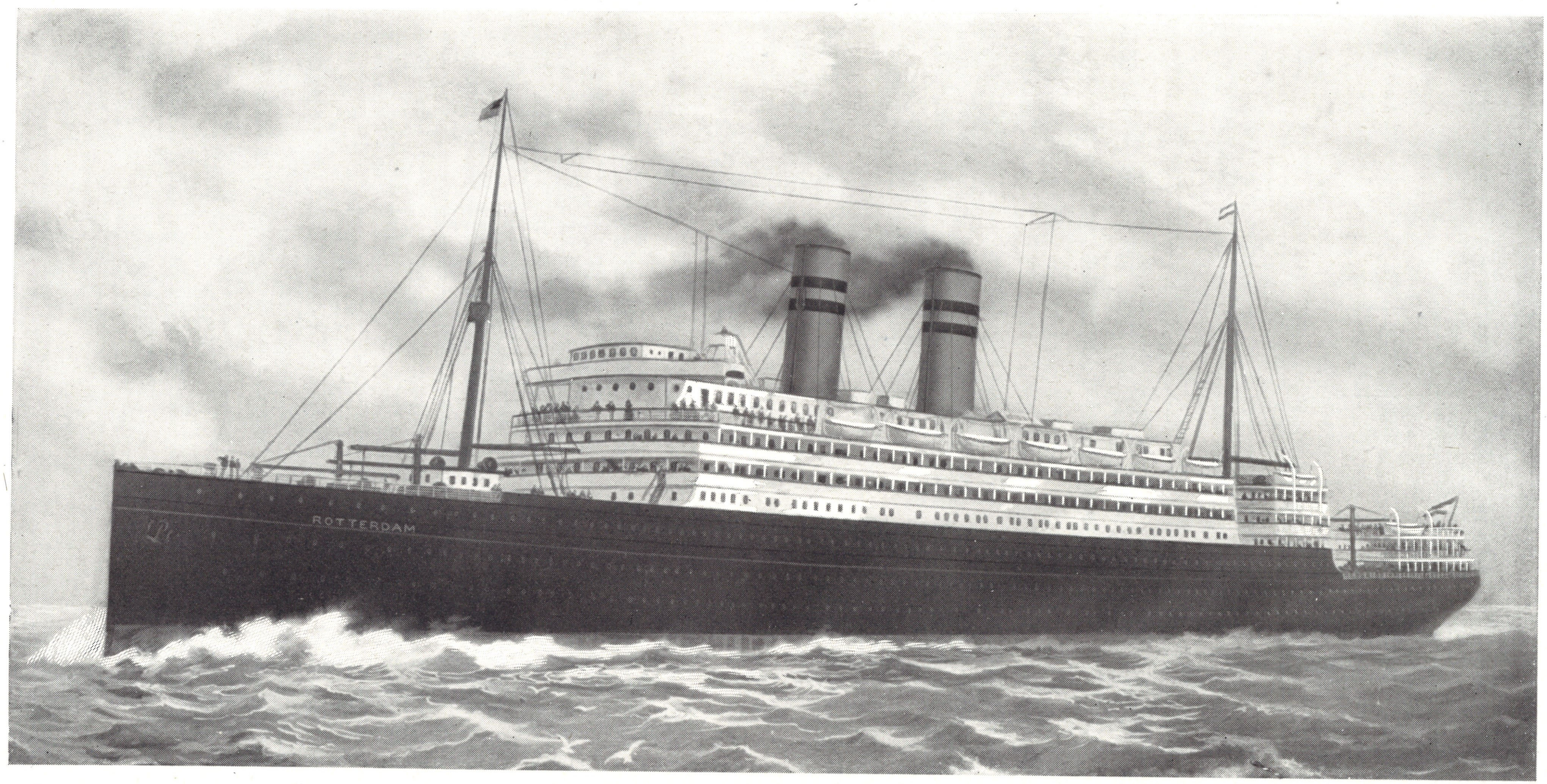
		Telegraphic and Cable Address
ROTTERDAM..	Wilhelminakade	Americano
AMSTERDAM..	23 Damrak	Americano
THE HAGUE..	23 Groenmarkt	Crans
	11 Anna Paulownastraat...	Eykensluyters Paulownastraat
BOULOGNE-SUR-MER..	32 Bis Rue des Ecoles.....	Nasm
PARIS.....	4 Rue Scribe.....	Nasm
LONDON.....	1 Cockspur St., S. W.....	Interlace
	38 Leadenhall St., E. C....	Cisatlantic
	Pall Mall Deposit Co., Carlton St., S. W.....	Burnished
BADEN-BADEN	Friedrich Trapp	
BERLIN.....	6 Unter den Linden.....	Cabintickets
COLOGNE.....	6 Andreaskloster	Weltverkehr
DRESDEN.....	31 Christianstrasse	Americano
CARLSBAD ...	Böhmische Escompte Bank.	Escomptebank
FRANKFORT o/MAIN.....	Wilh. Kern, 18 Kaiserstrasse, I (Kaiserplatz)	Kern Kaiserplatz
LEIPSIC.....	15 Blücherstrasse	Americano
MANNHEIM...	7 Bahnhofplatz	Gundlach Baerenklau
MUNICH.....	8 Karlsplatz (Rondell).....	Bierschenk
STRASSBURG i.E.	6 Bahnhofplatz	Starred
STUTTGART...	21 Koenigstrasse	Albert Starker
WIESBADEN	J. Schottenfels & Co., 29-31 Theater Colonnaden	Reisebureau Schottenfels
BASLE.....	31 Hochstrasse	Natural
GENEVA.....	24 Grand Quai.....	Nasm
INNSBRUCK...	8 Bahnstrasse	Nasm
LAUSANNE....	Rue du Petit Chêne.....	Nasm
ZURICH.....	29 Bärengasse	Nasm
VIENNA.....	16 Wiedener Gurtel IV....	Nasm
	36 Kaiser Josefstrasse II...	
MODANE	Opposite Railway Station..	Nasm
FLORENCE....	2 & 4 Via Tornabuoni.....	Concord
	20 Via Tornabuoni.....	Humbert
ROME.....	49 Piazza di Spagna.....	Lemon
	20 Via Condotti (Palazzo Torlonia)	Banco Franz
COPENHAGEN	34 Kongens Nytorv.....	Prahl
GOTHENBURG	Nordisk Resebureau (Grand Hotel)	Resebureau
STOCKHOLM..	Nordisk Resebureau (Königl. Opernhaus)	Resebureau

General Passenger Agencies in the United States and Canada

		Cable Address
NEW YORK CITY.....	39 Broadway.....	Netherland
CHICAGO, ILL.....	69 Dearborn Street.....	Netherland
BOSTON, MASS.....	84 State Street.....	Delta
ST. LOUIS, MO.....	Cor. Locust and 9th Streets.....	Camera
SAN FRANCISCO, CAL.	36 Ellis Street.	
MINNEAPOLIS, MINN.	121 So. Third Street.	
NEW ORLEANS, LA...	219 St. Charles Street.....	Netherlands
TORONTO, CAN.....	40 Toronto Street.....	Melville
MONTREAL, CAN.....	178 St. James Street	

General Passenger Agents for Cuba

DUSSAQ & CO. Apartado 278 HAVANA



Registered Tonnage
24,170

View of New Twin-screw Steamship, ROTTERDAM

Displacement
37,190 Tons

Holland-America Line

THE Holland-America Line, established in 1872, maintains a regular weekly passenger service between New York and Rotterdam, its steamers calling both ways at Boulogne-sur-Mer (three and three-quarters hours' distance from either London or Paris), for the landing and embarkation of passengers.

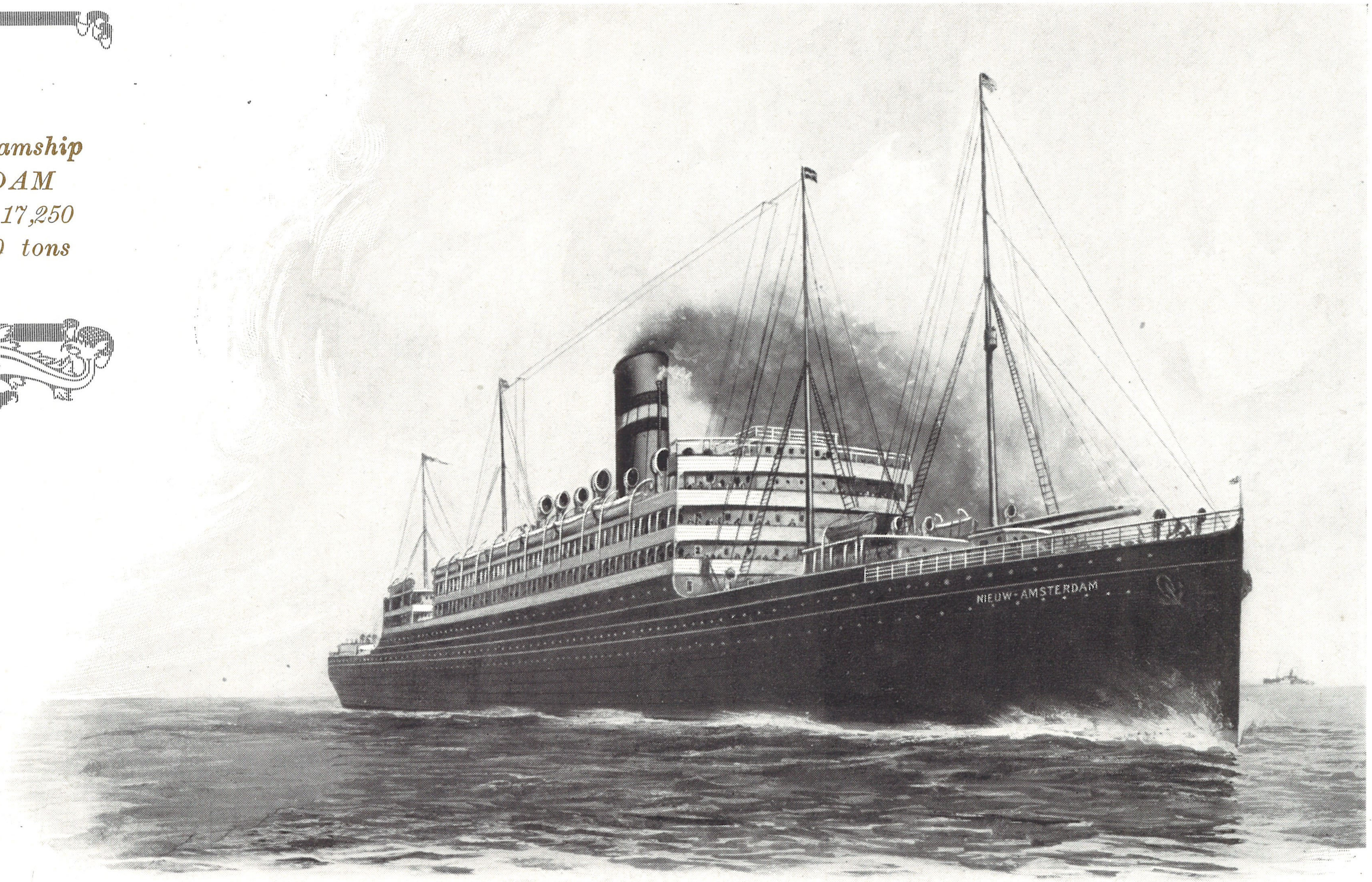
By gradually extending its facilities and connections, this service is now operated and maintained by six new twin-screw steamers of enormous size, and, having taken advantage of the experience obtained through a careful study of requirements on Trans-Atlantic passenger steamships, these twin-screw steamers embody in their construction all modern improvements, and equal, in safety and comfort, in sanitary and practical appointments, the best equipped steamships of to-day.

The fleet of the Holland-America Line consists of the following new large twin-screw steamers constructed especially for Trans-Atlantic navigation:

S. S. "ROTTERDAM,"
S. S. "NEW AMSTERDAM,"
S. S. "NOORDAM,"
S. S. "RYNDAM,"
S. S. "POTSDAM,"
S. S. "STATENDAM."

These steamers carry the United States and Royal Netherlands Mail and are navigated in concurrence with the principal Steamship Companies, over definitely established courses, thus offering the greatest possible safety to passengers.

View of
new Twin-screw Steamship
NEW AMSTERDAM
Registered tonnage, 17,250
Displacement, 31,000 tons



Description of Twin-Screw Steamships of the Holland-America Line

Twin-screw Steamship, ROTTERDAM.

Length	668 feet
Width	77 feet
Depth	48 feet

Registered Tonnage.....24,170.
Displacement, Tons.....37,190.

Passenger Capacity, First Class	505
Passenger Capacity, Second Class	520
Passenger Capacity, Third Class	2,500
Passenger Capacity, Total	3,525

Twin-screw Steamship, NEW AMSTERDAM.

Length	615 feet
Width	68.6 feet
Depth	48 feet

Registered Tonnage.....17,250.
Displacement, Tons.....31,000.

Passenger Capacity, First Class	416
Passenger Capacity, Second Class	400
Passenger Capacity, Third Class	2,300
Passenger Capacity, Total	3,116

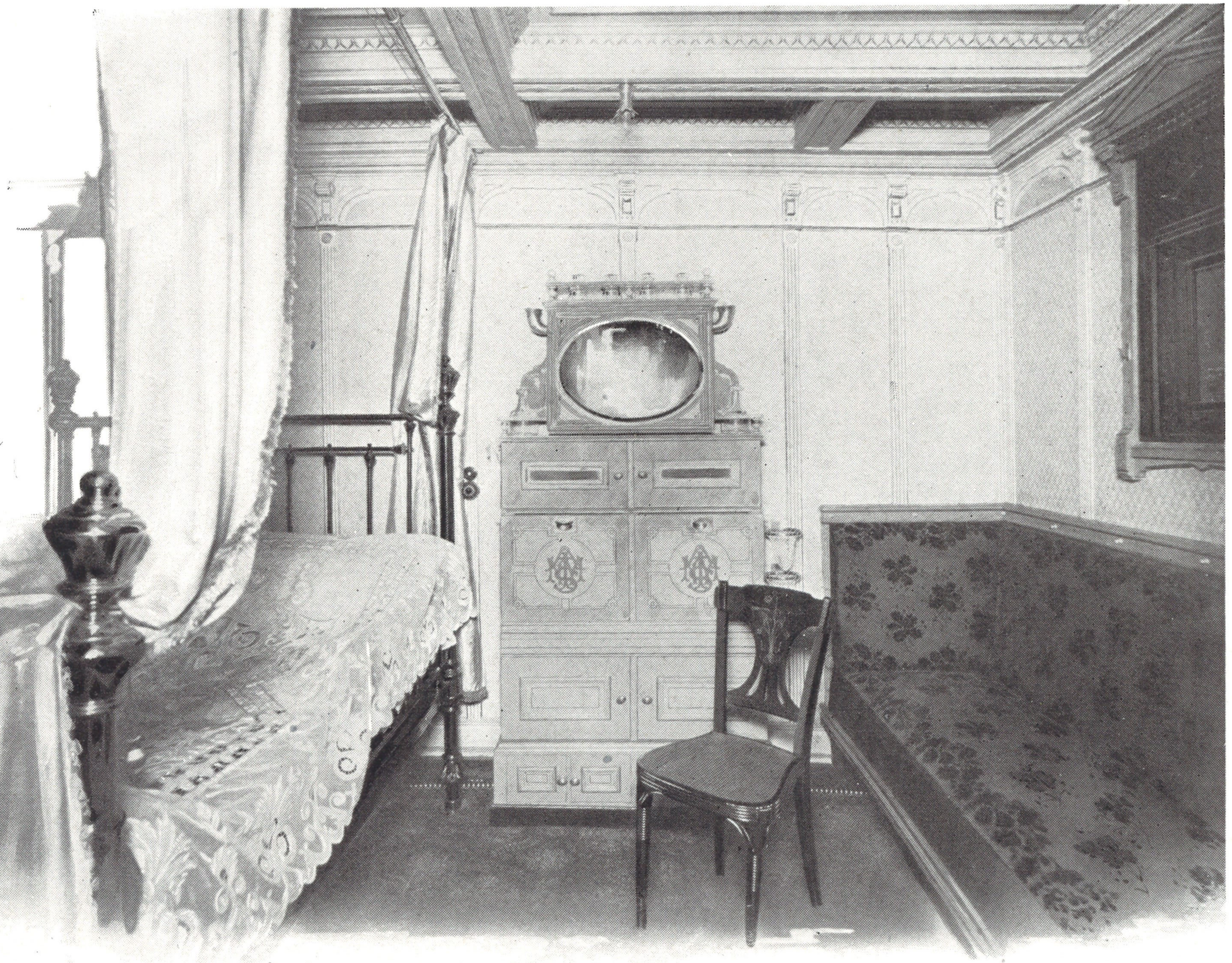
Twin-screw Steamship, NOORDAM.

Length	560 feet
Width	62 feet
Depth	43.6 feet

Registered Tonnage.....12,531.
Displacement, Tons.....22,070.

Passenger Capacity, First Class	286
Passenger Capacity, Second Class	300
Pasenger Capacity, Third Class	2,000
Passenger Capacity, Total	2,586

View in
Chambre de Luxe
S. S. POTSDAM



Description of Twin-Screw Steamships of the Holland-America Line—(Cont.)

Twin-screw Steamship, RYNDAM.

Length	560 feet
Width	62 feet
Depth	43.6 feet

Registered Tonnage.....12,527.
Displacement, Tons.....22,070.

Passenger Capacity, First Class	286
Passenger Capacity, Second Class	400
Passenger Capacity, Third Class	2,250
Passenger Capacity, Total	2,936

Twin-screw Steamship, POTSDAM.

Length	560 feet
Width	62 feet
Depth	43.6 feet

Registered Tonnage.....12,606.
Displacement, Tons.....22,070.

Passenger Capacity, First Class	280
Passenger Capacity, Second Class	325
Passenger Capacity, Third Class	2,100
Passenger Capacity, Total	2,705

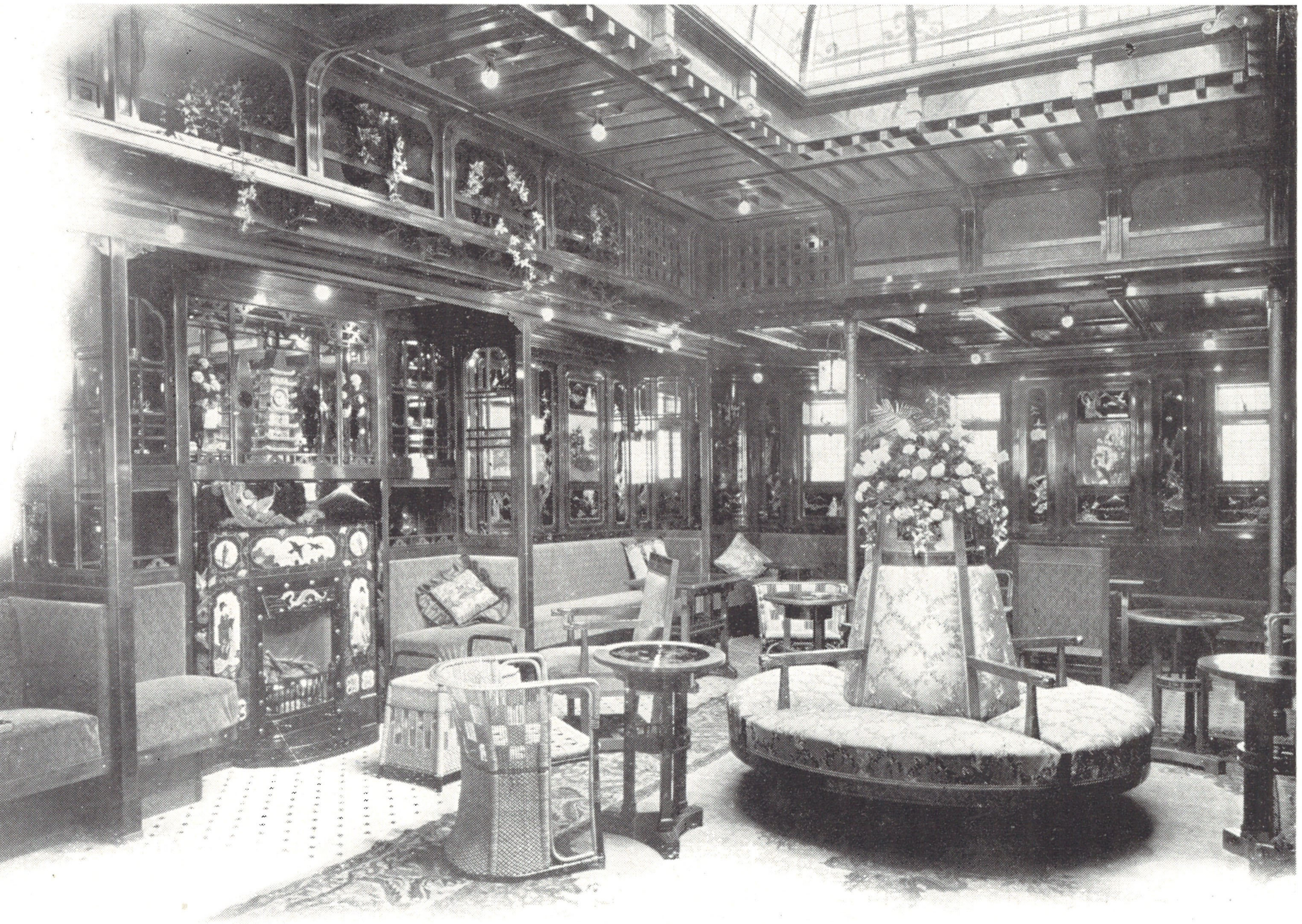
Twin-screw Steamship, STATENDAM.

Length	530 feet
Width	60 feet
Depth	42 feet

Registered Tonnage.....10,490.
Displacement, Tons.....18,890.

Passenger Capacity, First Class	240
Passenger Capacity, Second Class	280
Passenger Capacity, Third Class	2,000
Passenger Capacity, Total	2,520

View of
Japanese Tea Room
S. S. NEW AMSTERDAM



These steamships were all built at the renowned shipyards of Harland & Wolf, Belfast, with the exception of twin-screw S. S. **Potsdam,** which was constructed at the shipyards of Blohm & Voss, Hamburg.

Although differing in detail, all six steamers are practically alike in the principal points of construction and general arrangement. The hulls are built of steel and provided with bilge keels, giving the vessels remarkable steadiness in stormy weather. They have, further, over their entire length, a double bottom, the space between which and the outer hull is divided both longitudinally and transversely into numerous compartments, which, besides adding to the strength of the vessel, gives additional protection in case of accident.

Twelve bulkheads extend to the upper deck, dividing the ship into thirteen water-tight compartments.

In the construction of these steamers, the twin-screw system has been adopted, each steamer having two entirely separate sets of boilers, engines, shafts and propellers, each set working independently of the other and each being able to run the steamer across the ocean without difficulty.

The engines have from 6,000 to 12,000 horse-power, and are of the triple and quadruple expansion type; powerful dynamos furnish the steamers throughout with electric light.

The cabin accommodations of all steamers of the Holland-America Line are situated amidships on the promenade, saloon, and upper decks. The staterooms for the accommodation of from 240 to 500 first cabin passengers, are very spacious, have an excellent system of ventilation, and accommodate one, two or three passengers each.

View in
Chambre de Luxe
S. S. NEW AMSTERDAM



In the arrangement of the cabins on S. S. **New Amsterdam,** an entirely new system has been introduced, inasmuch as on their upper decks they are provided with a certain number of so-called tandem cabins, which provides each of the inside rooms with portholes, this being a novelty on the Atlantic.

The cabins on the promenade decks on S. S. **Rotterdam** and S. S. **New Amsterdam** are exceptionally large; on these decks, as also on the promenade deck of S. S. **Potsdam,** suites of "cabines de luxe," consisting of drawing-rooms, bedrooms, with brass bedsteads and private bathrooms, have been provided.

S. S. **Rotterdam** (the newest and largest vessel of the Holland-America Line—in regular service June, 1908) is a mammoth new steamship, ranking third among the great transatlantic liners. This ship has a tonnage of 24,170 and a displacement of 37,190 tons. Like the other ships of the line she is propelled by two independent quadruple expansion engines of the balanced type. Her speed is 17 knots an hour. The steam is generated in eight double-ended boilers having 48 fire boxes. She has two masts and two funnels.

In point of passenger accommodations the S. S. **Rotterdam** is a marked advance over any transatlantic steamship afloat. So roomy is she that with her crew complement of 450—in addition to the number of passengers she can carry in her three classes—the total capacity of this newest of ocean leviathans reaches the enormous aggregate of about 4,000 persons. Indeed, roominess is the most striking feature of S. S. **Rotterdam.** The various social halls and saloons are all of large size, and these have been decorated and furnished in the highest styles of Dutch art by Dutch artists.

View in
Smoke-room, First Cabin,
S. S. NEW AMSTERDAM

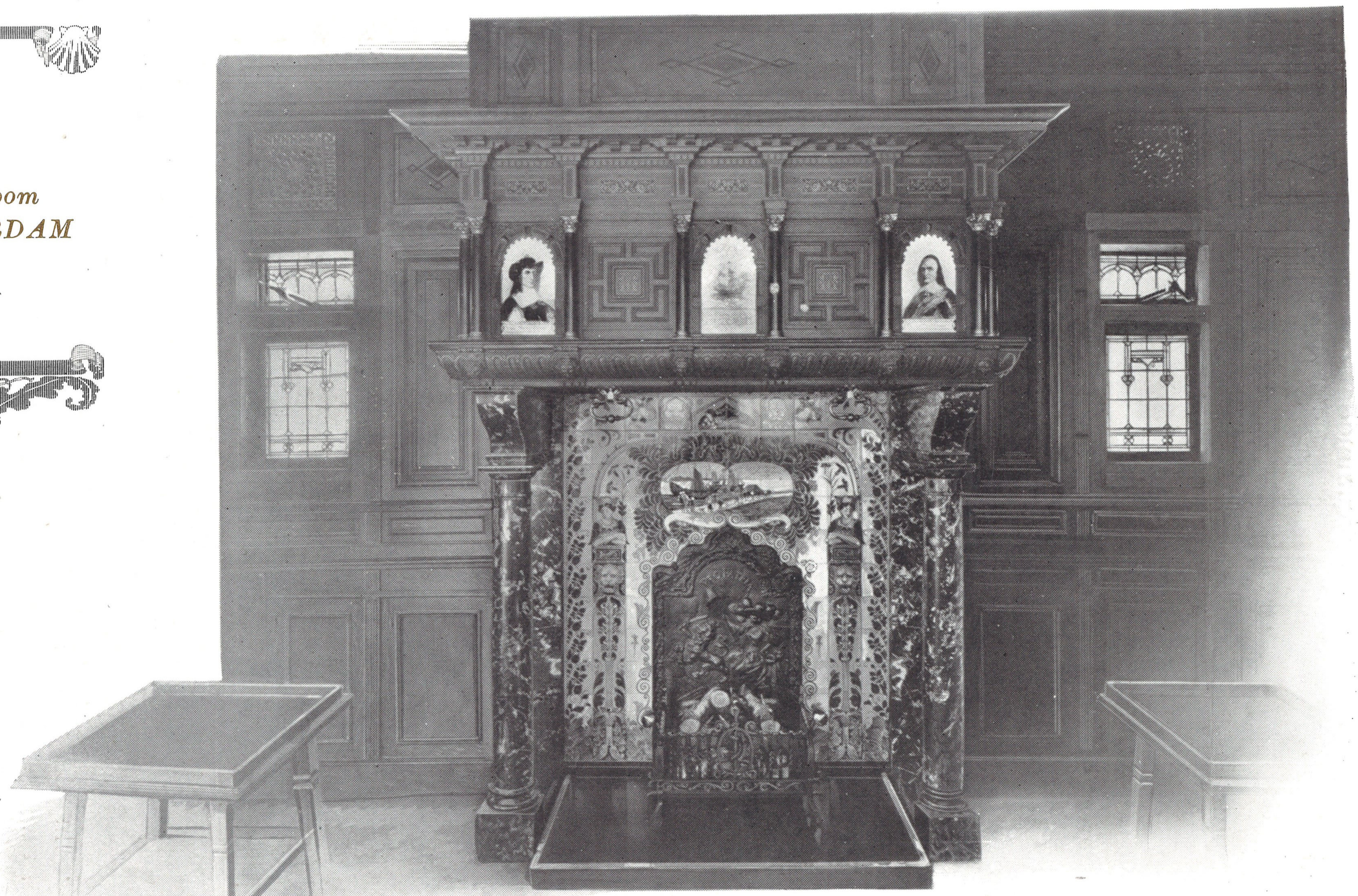


The **first class** accommodations comprise a huge dining saloon having a capacity for 500 persons at one sitting; a social hall similar to, but fifty per cent. larger than that on S. S. **New Amsterdam**; on the deck above a splendid **Palm Garden,** fitted up most attractively as a café or tea room for ladies as well as gentlemen; a separate library for reading and writing, the latter located amidships; two smoking rooms, one above the other, the upper one directly connected with a covered deck space that is open aft.

The large amount of deck space for promenading and open air lounging, which has proved so valuable and popular a feature on S. S. **New Amsterdam,** has been retained and added to in the new ship. The S. S. **Rotterdam** has ten decks—one more than S. S. **New Amsterdam**—and her three promenade decks have a total area of 22,300 square feet, a much greater aggregate than will be found upon any other transatlantic liner. Whoever has made a summer passage across the Atlantic upon a crowded steamship will readily understand and appreciate the value of this vast expanse of deck space.

For the accommodation of first class passengers there are 300 staterooms, of which no less than sixty are provided with private bath and toilet, while there are 100 staterooms each equipped for the exclusive use of one passenger. Upper berths have been entirely done away with. There are a number of superbly arranged and fitted up "cabines de luxe," several of them with sitting rooms en suite, and all equipped with every luxury and convenience. In the number of bathrooms provided the S. S. **Rotterdam** is unique, there being more than one hundred, all very conveniently located.

View of
Mantel in Smoke-room
S. S. NEW AMSTERDAM



The **second-class** accommodations are exceptionally spacious and comfortable; the rooms, although less luxurious than those of the first cabin, being fitted up in the same style. The second class dining saloon seats 300 persons, and the ladies' room and smoking room are provided with every comfort.

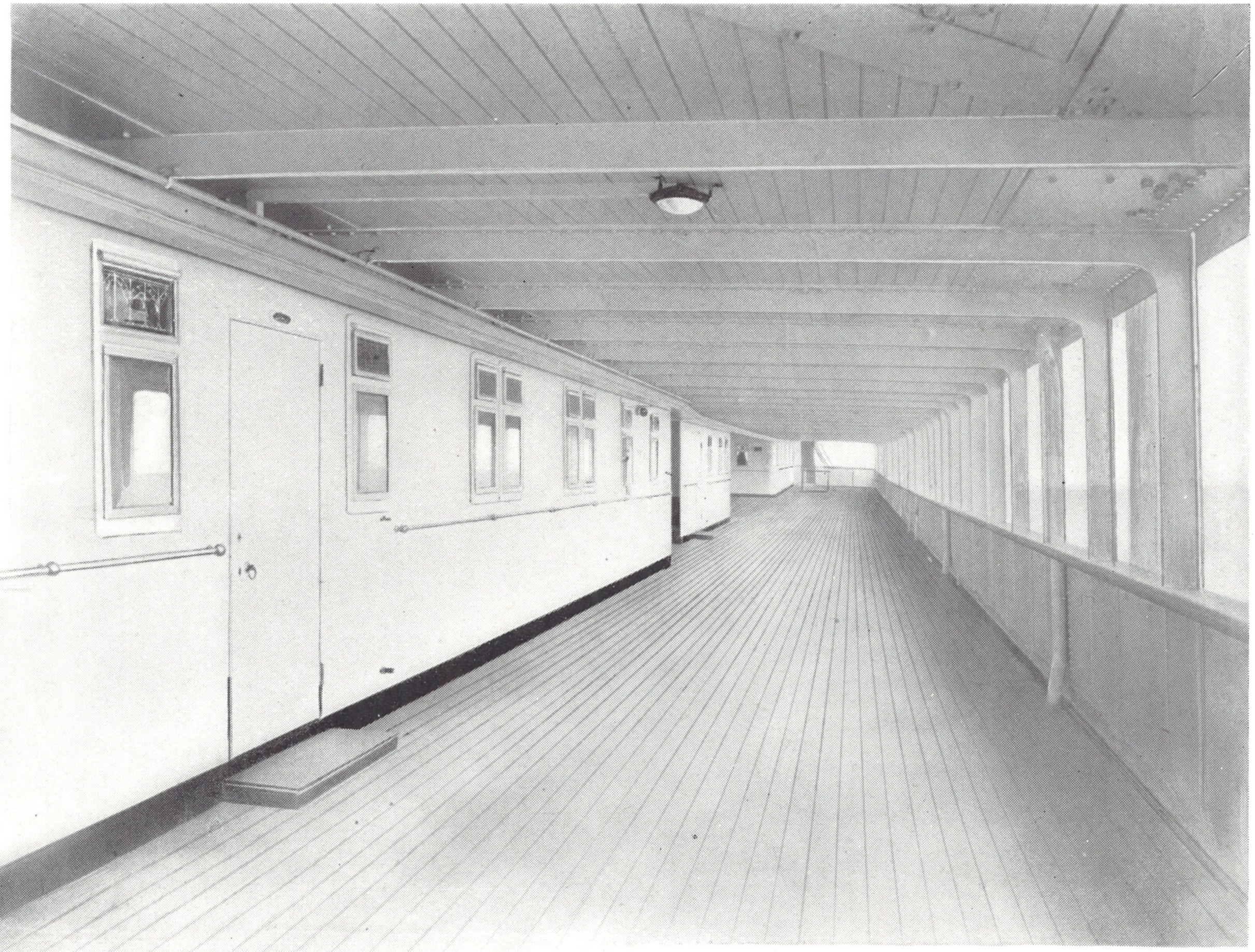
The **third class** has also received much more than the usual amount of attention, and the comforts afforded are far in advance of those formerly offered to this class of passengers. Large dining and smoking rooms are provided, plainly but neatly and attractively fitted and furnished, and third class passengers are lodged exclusively in two, four and six-berth staterooms, so that the fullest privacy is secured.

Besides the improved features previously noted, S. S. **Rotterdam** is provided with every approved modern appliance for safety and convenience, including electric passenger elevator, water-tight bulkheads, closed by means of electricity, electric fire alarms and fire subduing apparatus, telephone connection all over the ship, long distance wireless telegraph outfit, submarine signal receiving apparatus, etc.

In the character of the first and second cabin decorations and furnishings, S. S. **Rotterdam** greatly resembles her predecessor, S. S. **New Amsterdam**, which vessel has received wide-spread commendation for the excellence of her arrangements and the exquisite taste displayed in her decorations and furnishings.

The **social hall** on S. S. **New Amsterdam** situated on the upper promenade deck, is an exceedingly spacious room, sumptuously furnished in Empire style, and amply supplied with sofas, *fauteuils*, and a beautiful Steinway concert grand piano, bookcases containing a

View of
Promenade Deck
S. S. NEW AMSTERDAM



choice selection of literary works, besides a number of writing desks. The so-called Japanese tearoom, and smokeroom are both situated on the same deck.

The **Japanese tearoom** of this steamer is a popular novelty. The panels for this room were specially ordered from Japan.

The **smoke-room** is exceptionally large and commodious, finished in antique oak, and elaborately decorated in Dutch style, with Faience tiles, of the famous Dutch art potteries, representing various views of New Amsterdam during the time of the first Dutch settlement. This room has communication with the promenade deck, as well as with the deck below, and also with the Japanese tearoom, by a covered passageway.

The **upper promenade deck** offers walking space of 8,200 square feet; the promenade on each side of the deck-house on the lower promenade deck, 4,200 square feet, and the so-called boat deck, constructed above the upper promenade deck, 5,000 square feet, making over 17,000 square feet of walking space set apart for passengers. Only a very few steamers crossing the Atlantic equal S. S. **New Amsterdam** in this respect.

The **Information Bureau**, centrally located on the bridge deck, has proven a great convenience to passengers, who there are able to get general information, receive letters and telegrams, and leave the keys of their staterooms in the same manner as this is done in a first-class hotel.

Another new department is the **safe deposit** with which this steamer (as well as S. S. Rotterdam) has been provided, and where passengers deposit their valuables, jewelry, etc., keeping themselves the key to the locker they have taken.

MAP OF CENTRAL EUROPE

SHOWING

ROTTERDAM

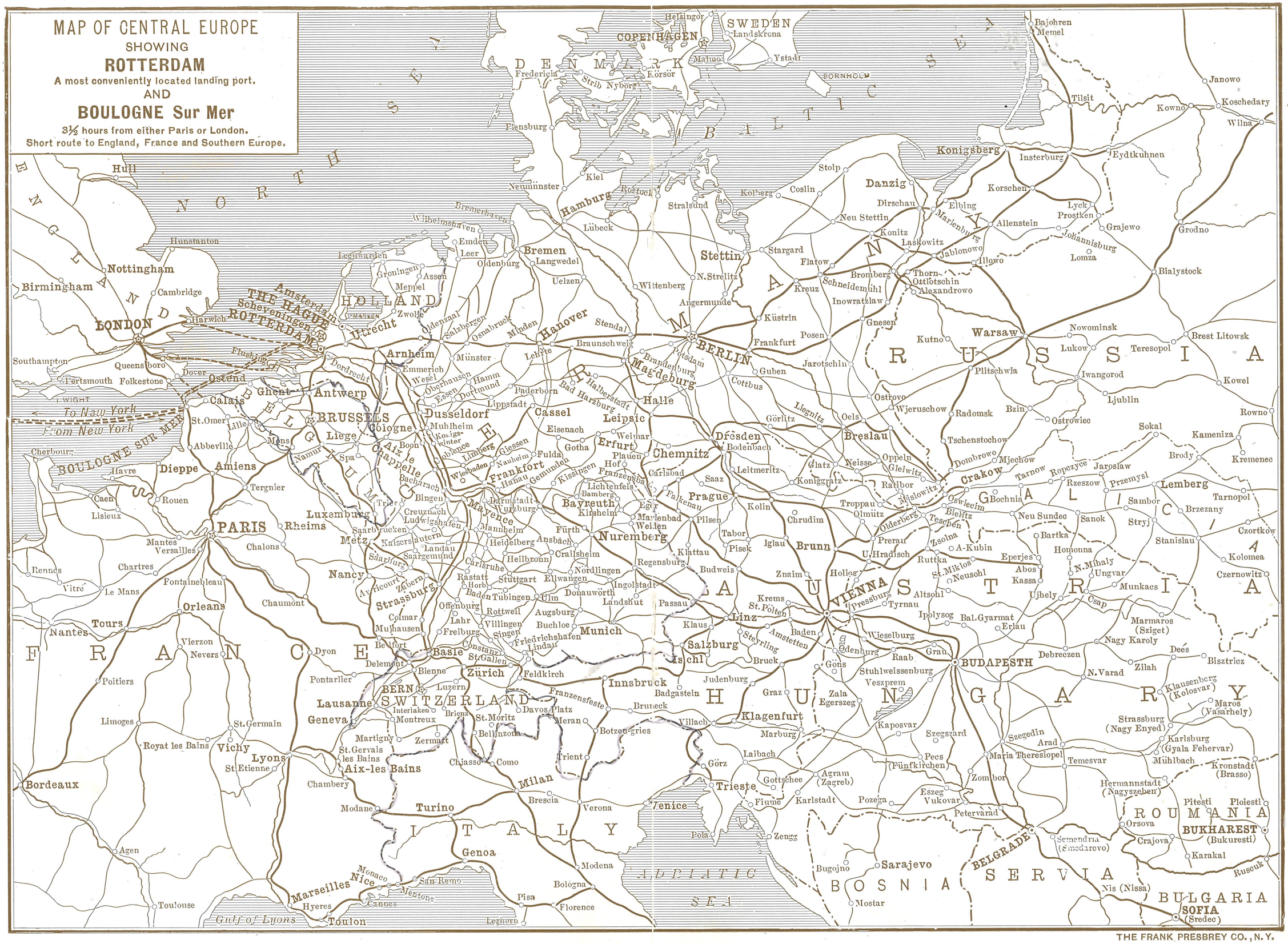
A most conveniently located landing port.

AND

BOULOGNE Sur Mer

3½ hours from either Paris or London.

Short route to England, France and Southern Europe.


NORTH SEA
ENGLAND
Hull
Hunstanton
Nottingham
Birmingham
Cambridge
LONDON
Harwich
Southampton
Portsmouth
Folkestone
Dover
Queensboro
I. WIGHT
To New York
From New York
Cherbourg
BOULOGNE SUR MER
Calais
St. Omer
Lille
Abbeville
Havre
Dieppe
Amiens
Caen
Rouen
Lisieux
Tergnier
PARIS
Mantes
Versailles
Chartres
Rennes
Vitré
Le Mans
Fontainebleau
Orleans
Chaumont
Tours
Nantes
Poitiers
Limoges
Royat les Bains
Vichy
Lyons
St. Etienne
Bordeaux
Agen
Toulouse
Marseilles
Nice
Monaco
Mentone
Cannes
San Remo
Hyeres
Toulon
Gulf of Lyons
Modane
Turino
Milan
Genoa
Chambery
Aix-les Bains
St. Gervais les Bains
Martigny
Geneva
Lausanne
BERN
SWITZERLAND
Interlaken
Montreux
Brienz
Zermatt
Bellinzona
Chiasso
Como
Trient
Meran
St. Moritz
Davos Platz
Bienne
Pontarlier
Delemont
Belfort
Basle
Zürich
St. Gallen
Feldkirch
Constanz
Lindau
Friedrichshafen
Singen
Schaffhausen
Colmar
Strassburg
Avricourt
Nancy
Metz
Luxemburg
Trier
Saarbrücken
Saargemund
Kaiserslautern
Landau
Saarburg
Rheims
Chalons
Zabern
Offenburg
Lahr
Freiburg
Baden
Rastatt
Karlsruhe
Horb
Tubingen
Rottweil
Villingen
Dyon
Ulm
Augsburg
Buchloe
Munich
Landshut
Donauwörth
Ingolstadt
Ansbach
Crailsheim
Heilbronn
Heidelberg
Mannheim
Mayence
Ludwigshafen
Creuznach
Bingen
Bacharach
Boppard
Coblenz
Limburg
Giessen
Wiesbaden
Nauheim
Frankfort
Hanau
Gemunden
Kissingen
Fulda
Gotha
Eisenach
Weimar
Erfurt
Plauen
Hof
Bamberg
Lichtenfels
Franzensbad
Carlsbad
Saaz
Falkenau
Egra
Marienbad
Weiden
Kirsheim
Nuremberg
Fürth
Regensburg
Nordlingen
Ellwangen
Stuttgart
Ulm
Donauwörth
Ingolstadt
Landshut
Passau
Prague
Pilsen
Tabor
Pisek
Budweis
Znaim
Iglau
Brunn
Olmütz
Troppau
Prerau
U. Hradisch
Ruttka
Zsolna
A-Kubin
Eperjes
Bartka
Homonna
Neu Sundec
Sanok
Stryj
Brzezany
Tarnopol
Lemberg
Przemysl
Rzeszow
Jaroslaw
Tarnow
Ropczyce
Crakow
Mislowitz
Ratibor
Gleiwitz
Oppeln
Neisse
Glatz
Koniggratz
Leitmeritz
Carlsbad
Saaz
Chemnitz
Dresden
Bodenbach
Leipsic
Halle
Cassel
Paderborn
Lippstadt
Bad Harzburg
Halberstadt
Magdeburg
Brandenburg
Potsdam
Berlin
Frankfurt
Guben
Cottbus
Liegnitz
Görlitz
Oels
Breslau
Tschenstochow
Dombrowo
Mjechow
Bielitz
Teschen
Olderberg
Oswiecim
Bochnia
Wieliczka
Sambor
Stanislau
Kolomea
Czernowitz
Kremenec
Brody
Kameniza
Sokal
Rowno
Ostrowiec
Bzin
Radomsk
Wjeruschow
Ostrovo
Ljublin
Kowel
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Plitschwia
Jarotschin
Posen
Gnesen
Kutno
Warsaw
Nowominsk
Brest Litowsk
Lukow
Teresopol
Rußia
Bialystock
Grodno
Lomza
Johannisburg
Grajewo
Prostken
Lyck
Allenstein
Illowo
Jablonowo
Laskowitz
Konitz
Neu Stettin
Marienburg
Elbing
Dirschau
Danzig
Stolp
Coslin
Kolberg
Stralsund
Rostock
Stettin
Stargard
Flatow
Bromberg
Schneidemühl
Inowratzlaw
Thorn
Ottlotschin
Alexandrowo
Angermunde
Wittenberg
N. Strelitz
Uelzen
Hamburg
Lübeck
Neumünster
Kiel
Flensburg
Fredericia
Strib
Nyborg
Korsör
Malmo
Ystadt
Landskrona
Helsingor
COPENHAGEN
DENMARK
SWEDEN
BALTIC SEA
BORNHOLM
Memel
Bajohren
Tilsit
Insterburg
Eydtkuhnen
Konigsberg
Kowno
Koschedary
Janowo
Wilna
Bremerhaven
Wilhelmshaven
Emden
Leer
Oldenburg
Bremen
Langwedel
Hanover
Minden
Osnabruck
Oldenzaal
Salzbergen
Münster
Lehrte
Braunschweig
Stendal
Küstrin
Arnheim
Emmerich
Wesel
Oberhausen
Essen
Dortmund
Hamm
Lippstadt
Paderborn
Düsseldorf
Muhlheim
Cologne
Liege
Spa
Namur
Mons
Ghent
Antwerp
BRUSSELS
Ostend
Dordrecht
Flushing
Rotterdam
Amsterdam
The Hague
Scheveningen
Utrecht
Zwolle
Meppel
Assen
Groningen
Leeuwarden
HOLLAND
BELGIUM
GERMANY
Hungary
Austria
Vienna
Pressburg
Tyrnau
Altsohl
Neusohl
St. Miklos
Kassa
Abos
Munkacs
Ujhely
Csap
Marmaros (Sziget)
Nagy Karoly
Debreczen
Grau
Raab
Budapesth
Stuhlweissenburg
Veszprem
Zala Egerszeg
Kaposvar
Szegszard
Pecs (Fünfkirchen)
Fünfkirchen
Szegedin
Arad
Maria Theresiopel
Temesvar
Zombor
Agram (Zagreb)
Esseg
Vukovar
Petervarad
Karlstadt
Fiume
Trieste
Görz
Laibach
Marburg
Klagenfurt
Villach
Badgastein
Bruneck
Franzensfeste
Innsbruck
Judenburg
Graz
Bruck
Göns
Salzburg
Ischl
Steyrling
Amstetten
Linz
St. Pölten
Krems
Klaus
Passau
Munich
Zürich
Basle
Venice
Milan
Brescia
Verona
Modena
Bologna
Florence
Pisa
Leghorn
Genoa
Turin
Modane
Chambery
Aix-les Bains
Martigny
Geneva
Lausanne
Limoges
Royat les Bains
Vichy
Lyons
St. Etienne
Bordeaux
Agen
Toulouse
Marseilles
Nice
Monaco
Mentone
Cannes
San Remo
Hyeres
Toulon
Gulf of Lyons
ADRIATIC SEA
Pola
Zengg
Fiume
Trieste
Karlstadt
Pozega
Bugojno
Sarajevo
Mostar
BOSNIA
SERVIA
BELGRADE
Semendria (Smederevo)
Nis (Nissa)
BULGARIA
SOFIA (Sredec)
ROUMANIA
BUKHAREST (Bukuresti)
Orsova
Crajova
Karakal
Ruscuk
Pitesti
Ploiesti
Hermannstadt (Nagyszeben)
Kronstadt (Brasso)
Mühlbach
Karlsburg (Gyala Fehervar)
Strassburg (Nagy Enyed)
Maros (Vasarhely)
Klausenberg (Kolosvar)
Bisztricz
Dees
Zilah
N. Varad
Szegedin
Lemberg
Tarnopol
Brzezany
Czortkow
Stanislau
Kolomea
Czernowitz
Munkacs
Marmaros (Sziget)
Nagy Karoly
Debreczen
Grau
Raab
Budapesth
Stuhlweissenburg
Veszprem
Zala Egerszeg
Kaposvar
Szegszard
Pecs (Fünfkirchen)

View in
First Cabin Dining-room
S. S. POTSDAM



The **first cabin dining-room** on all steamers of the Holland-America Line is situated on the saloon deck. This room is luxuriously furnished in every detail; numerous windows and a large magnificent cupola of decorated glass give perfect ventilation and light.

S. S. **Potsdam** is provided with four "cabines de luxe" on the promenade deck; they have a private entrance, a toilet and bathroom, private hall and staircase, leading to the saloon deck. Two of these rooms consist of sitting-room and bedroom en suite; the two other rooms are single rooms, although fitted up sumptuously in the same style; the bedrooms are provided with brass double bedsteads.

S. S. **Noordam** and S. S. **Ryndam** have each six rooms, also situated on the promenade deck, with a private entrance, toilet and bathroom, private hall and staircase leading to the deck below.

The judicious location of bathrooms and lavatories for both first and second cabin passengers will be appreciated by every traveler.

SECOND CABIN.

Second cabin staterooms on all steamers are situated on the upper deck, directly aft the first cabin rooms. They are fitted up in the same style as those of the first class. They can accommodate two or four passengers each, and are provided with the latest improvements and electrical appliances.

The large **second cabin dining-room** is also situated on the upper deck; on S. S. **Rotterdam** and S. S. **New Amsterdam**, on the saloon deck. This saloon is elegantly furnished, and affords solid comfort to passengers. It admits an abundance of light in daytime,

View of
Smoke-room
S. S. RYNDAM



and is splendidly lighted by electricity at night. The second cabin **ladies' saloons** and **smokerooms** are situated on the decks above. These rooms are most artistically appointed and finished in light-colored hardwood with inlaid decorations. A separate and spacious **promenade deck** for second cabin passengers gives ample opportunity for exercise and deck games. Bathrooms and lavatories are all situated on the upper deck.

Cuisine. The Table on the Holland-America Line is most favorably known to the traveling public for its excellence and variety; Breakfast between 7 and 9:30 A. M., Luncheon at noon, Dinner at 6 P. M. Wines, liquors and cigars are obtainable at very moderate prices.

The second cabin table provides for meals served on a less elaborate scale, but passengers traveling in this class will always find an abundance of deli-



Statuette of Hendrick Hudson
S. S. NEW AMSTERDAM

View in
First Cabin Stateroom



cious, wholesome food, carefully prepared and well served.

A "**Bulletin**" is printed upon all the steamships of the Line during the voyage, containing much interesting information and the latest important news of the world, received on board by **wireless** telegraph service.

Each steamship has an excellent **orchestra** on board which renders concerts alternately in the first and second cabin, and on deck, for the benefit of all passengers.

There is also on board each steamship a graduated physician. Medicines are supplied gratuitously to passengers of all classes.

Apparatus for the playing of pastime games such as shuffleboard quoits, chess, dominoes, etc., are provided free for the use of passengers.



Statuette of Peter Stuyvesant
S. S. NEW AMSTERDAM

View in
Ladies Saloon
S. S. NOORDAM



MARCONI SYSTEM.

After several successful experiments the **Holland-America Line** has equipped all its twin-screw passenger steamers with the apparatus for wireless telegraphy on the Marconi system, of which advantage passengers may avail themselves.

The Marconi wireless service has established stations at Seagate, Babylon, Sagaponack, Siasconset, Sable Island and Cape Race, in consequence of which passengers can be in direct communication with the American shores at a distance of over one thousand miles from New York.

The charges are moderate and according to tariff, obtainable on board from the Marconi operator.

SUBMARINE SIGNAL SYSTEM.

All steamers of the Holland-America Line have been equipped with the Submarine signal receiving apparatus. This enables the officers of the ship in foggy or stormy weather to locate danger spots at a distance of from four to six miles.

By its adoption the dangers of navigation are greatly lessened, which means in proportion still greater safety for passengers.

GENERAL INFORMATION.

Berths and Staterooms should be reserved as soon as possible in order to secure the most favorable location, especially during the summer season, when all available rooms are usually engaged considerable time (sometimes months ahead) previous to departure of the steamers. When applying for accommodations, either by mail or telegraph, the name of steamer, date of departure, num-



View in Second Cabin Dining-room

ber and sex of passengers, and desired class of accommodations, should be stated.

Diagrams for the different steamers, rate sheets and sailing lists are constantly kept on hand and will be sent upon application.

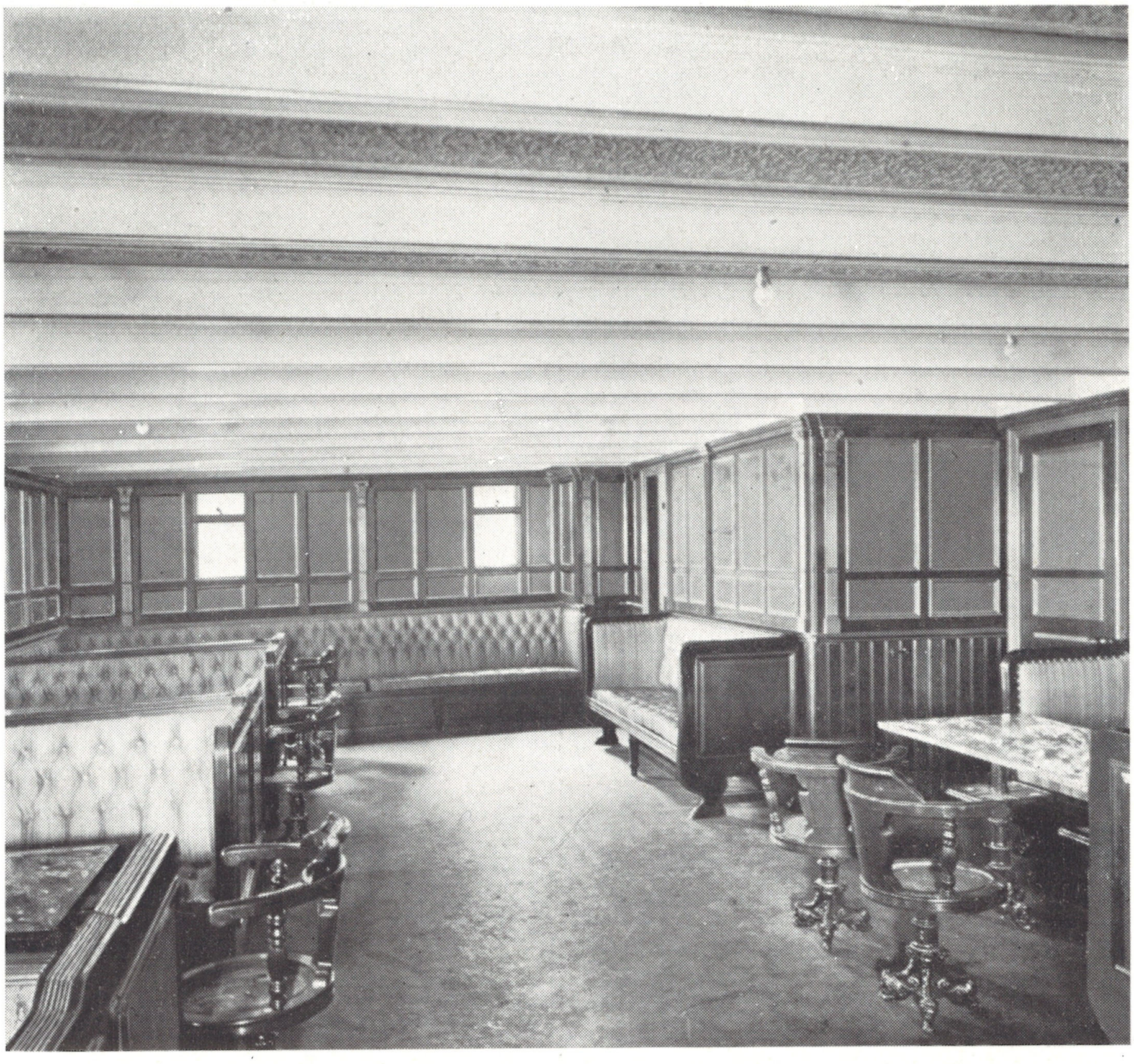
Berths are not considered engaged unless secured by paying a deposit of $25.00 per berth for the first cabin and $10.00 per berth for the second cabin accommodations. The balance of the passage money must be paid not later than three weeks before sailing; if this has not been paid on or before that time the Company reserves the right to resell the allotted accommodations. De-

posit moneys are refunded only if notice of cancellation be given not later than three weeks before sailing.

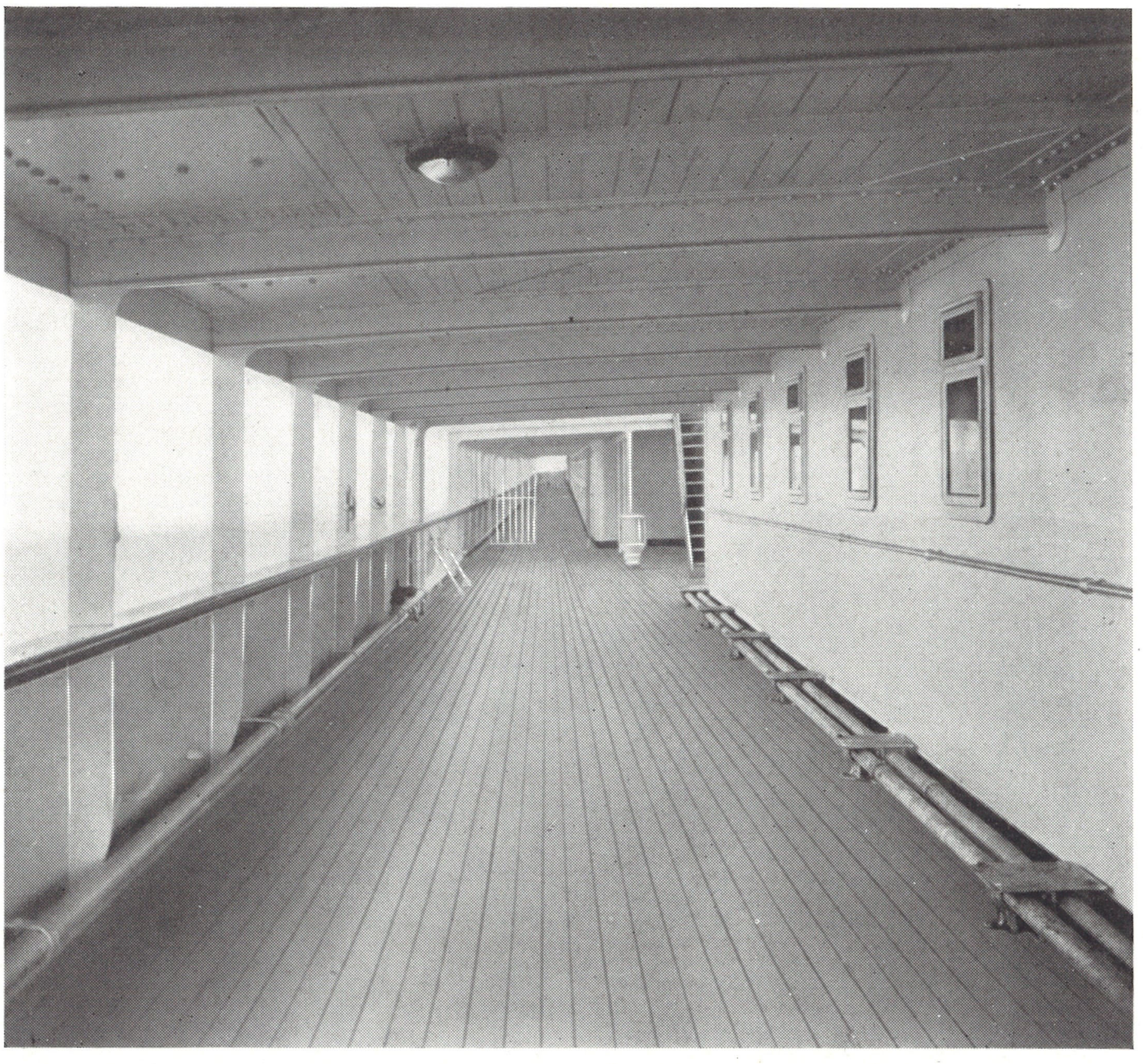
Passengers who do not sail on a steamer for which they have engaged accommodations or purchased a ticket, will forfeit fifty per cent. of the passage money, unless notice is given not later than two weeks previous to sailing.

For **Round Trip Tickets** refer to Company's cabin tariff.

Return and Prepaid Tickets entitle holders to passage only during the season and for the accommodations for which they have been issued. If used at any other



View in Second Cabin Smoking-room



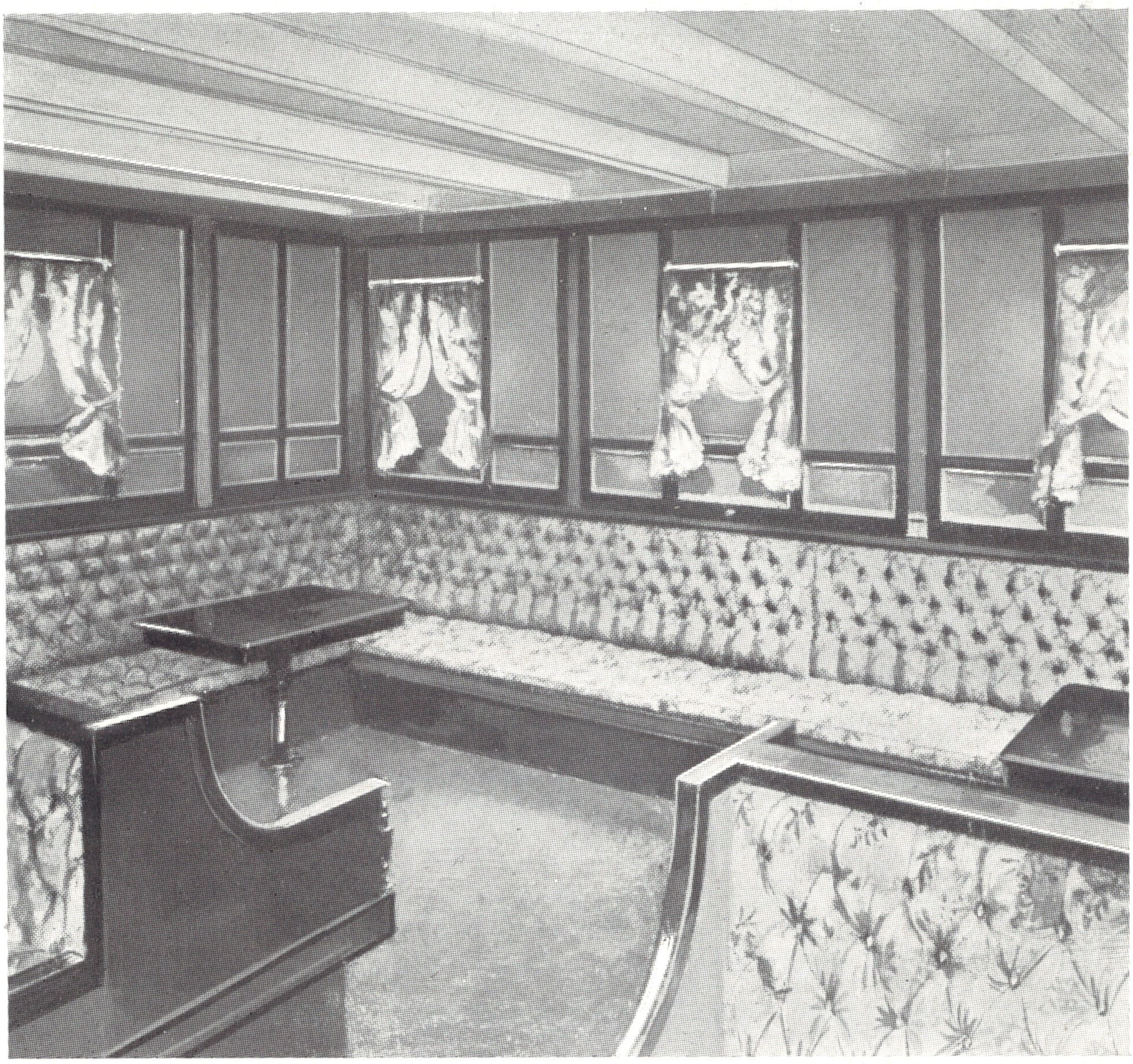
View of Lower Promenade Deck, Second Cabin

season or for other accommodations than the face value indicates, holders will be required to make additional payment, or will be refunded any eventual difference in accordance with rates and rules in effect.

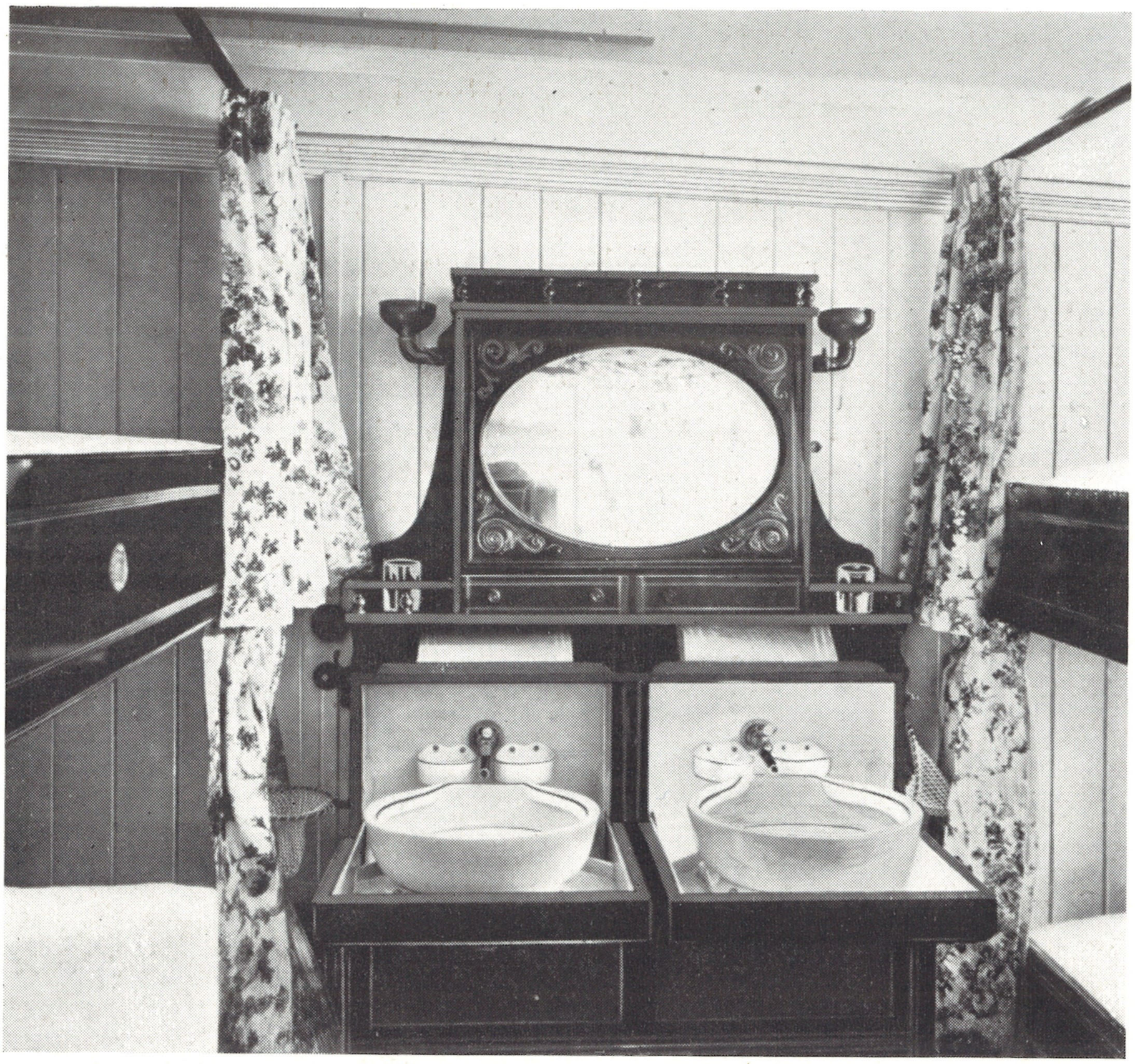
For the dates referring to the different seasons, see Company's cabin tariff.

Return or Prepaid Tickets are good for one year and are not transferable. Upon application to one of the Company's passenger offices they may be extended by paying the difference between the rate in effect at the date of issue and time of sailing in accordance with the conditions on passage contract.

Return Accommodations may be secured through the Company's passenger offices, either by cable or letter; if by cable, at passenger's expense. They should be engaged when securing berths for the outward trip, or as soon thereafter as possible. If a passenger is prevented from sailing on a steamer for which return accommodations have been secured, a transfer to an earlier or later steamer can be made by applying to Company's General Passenger Office at Rotterdam, provided application for the transfer be made not later than two weeks previous to departure of the steamer on which berths had originally been reserved.



View in Second Cabin Ladies Saloon



View in Second Cabin Stateroom

Interchangeable Tickets. The holder of a return ticket is entitled to return passage on any steamer of the Holland-America Line having a rate as indicated on the ticket, or have the option to use same for passage on one of several other lines as specified in our cabin rate sheet, subject to the rules and regulations of the Line over which the ticket is used.

If **Unused Return Tickets** are offered for cancellation, the amount paid for the round trip, less full outgoing fare and agent's commission, will be refunded against delivery of the return certificate to one of the Company's General Passenger Offices in America, and

after authorization has been received from Company's General Passenger Office at Rotterdam.

Prepaid Tickets offered for cancellation will be refunded against delivery of the ticket with the full amount, less agent's commission and ten per cent. cancellation fee, and after authorization has been received from Company's General Passenger Office at Rotterdam.

Baggage. In accordance with the regulations of the regular passenger contracts, first and second cabin passengers are allowed 20 cubic feet of baggage free on each full ticket; excess baggage is charged for at a fixed rate.

Through Checking of Baggage for Paris. Baggage of cabin passengers to Paris via Boulogne-sur-Mer, can be checked through at Company's docks before embarkation.

Every passenger is allowed 30 kilos or 66 pounds of baggage free on the railroad from Boulogne-sur-Mer to Paris on every full ticket; for children between three and seven years, needing one-half railroad ticket, the free allowance of baggage is 20 kilos or 44 pounds.

Excess baggage is charged for at extremely moderate rates.

Steamer Trunks should not be higher than 13 inches, and of the usual width and length, so that the same can be placed under the berth or sofa in the stateroom.

Larger Pieces of Baggage are not permitted in the staterooms, but are stowed away in the baggage hold.

All Baggage should be forwarded so as to be delivered at Company's dock not later than one hour before departure of the steamer. If the baggage is sent in advance, passengers will please inform the baggage-master of the Holland-America Line, Hoboken, N. J.,

by letter thereof stating by what railroad or express company the baggage has been forwarded, and by what steamer passengers intend to leave. The baggage must be claimed from the baggage-master on the pier previous to embarkation, in order to prevent errors.

No baggage will be forwarded unless properly labeled and entered in the baggage manifest on the dock.

All pieces of baggage destined for staterooms must be marked "**wanted**;" those for baggage hold "**not wanted,**" and must bear passenger's name, destination, number of berth and name of steamer; tags may be had at all Company's offices and agencies. Passengers from the interior should have their baggage checked to the Holland-America Line dock, Hoboken, N. J., by the baggage express agent on the train, previous to arrival in New York, Jersey City, etc.

Baggage can be **insured** at a low premium. Information given at Company's office, 39 Broadway, New York City.

Customhouse Examination—Europe. The baggage of passengers leaving the steamer at Boulogne-sur-Mer will be examined by the French Customhouse officers at the Gare Maritime at said port or on arrival at Paris. The examination by the Holland Customhouse officials will take place either on board, two or three hours previous to arrival at Rotterdam, or at the Hook of Holland at the new pier of the Holland-America Line, built at the "Hook" in 1903, and which pier may be used as a landing place for passengers and their baggage whenever tide or other circumstances may prevent the steamer from proceeding at once to Rotterdam.

Orders for **delivery** at the railway depots in Rotterdam and Boulogne-sur-Mer are taken by the Company's

employees on board the ship, and the baggage delivered free of charge at the respective places.

Bicycles, provided properly crated, will be taken as baggage at owner's risk, at a fixed rate.

Steamer Chairs, of improved construction, may be rented at the different offices of the Company, or on the dock, for one trip, at a fixed rate.

Arms must be surrendered to the purser during the voyage.

Valuables may be placed in the custody of the purser during the voyage, without, however, any guarantee or responsibility on the part of the Company. On S. S. Rotterdam and S. S. New Amsterdam a safe deposit is provided for this purpose. Inflammable or explosive articles are not allowed on board.

Passports can be procured from the State Department at Washington, through Company's Notary Public.

Seats at Table. Seats at table are allotted by the chief steward immediately after sailing.

Mail will be accepted by the purser after leaving New York and forwarded by pilot from Sandy Hook, without responsibility for proper mailing, however, on the part of the Company.

Stamps, stationery, postal cards, cable and telegraph blanks can be obtained from the saloon steward.

Letters and Telegrams. The Company is willing to accept letters or telegrams for passengers to be delivered on board on arrival or departure, without assuming, however, any responsibility for their proper delivery. The name of the passenger should be distinctly written, also the name of the steamer on which passengers travel. Undelivered letters are returned to the Postoffice.

Money. Money of the United States or of Euro-

pean countries is accepted on board the steamers of the Holland-America Line in payment of all bills and at fixed rates of exchange. Foreign moneys are bought and sold at current rates at the Company's offices in Europe.

Dogs, Cats and Other Animals must be properly caged, and are placed in the custody of the steward. Rates for dogs, cats and other animals as per Company's tariff.

Through Tickets to London and Paris are issued as per Company's cabin tariff.

ROTTERDAM, BOULOGNE-SUR-MER.

The location of both ports is very favorable as landing and embarkation points. **Boulogne-sur-Mer** is only three and three-quarter hours' distance from **London** (via Folkestone) and **Paris.**

Proceeding from Boulogne-sur-Mer to Rotterdam, this distance is made in from ten to twelve hours; both Rotterdam and Amsterdam are termini, with direct and frequent railroad connections to all points in Europe.

In addition, a daily service from Rotterdam by the well-known Rhine Boats to **Mayence, Mannheim** and intermediate stations will enable passengers to travel at a very moderate expense to all points in Central and Southern Germany.

The facilities for the expeditious transportation of passengers to the interior have been further vastly improved by the construction of a new Holland-America Line pier at the Hook of Holland.

If the steamer, on its arrival at the "**Hook,**" should be prevented from proceeding immediately to Rotterdam, this pier may be used as a landing place, in which case

passengers will have their baggage examined there and proceed by special train to Rotterdam.

From Rotterdam, London can be reached twice daily, via **Flushing and Queensboro**, or by the renowned Harwich route, via **Hook of Holland**, in about ten hours.

Customs Examination—United States. The formal declaration and oath before boarding officers on entering New York harbor are no longer necessary, but entries prepared and signed by passengers are still required. The forms provided for that purpose entitled "Baggage Declaration and Entry," for residents and non-residents, are distributed to passengers during the early part of the voyage by an officer of the ship designated for that purpose. When a passenger has prepared and signed his declaration and entry, he should detach and retain the coupon at the bottom of the form and return the latter to the officer of the ship. After the ship has docked and all the baggage and effects of the passenger are landed, he should present the coupon he has retained to the chief customs officer at his office on the dock and an inspector will be detached to make the examination.

As promptly as possible after the arrival of the ship at her dock, the trunks of incoming passengers are carried ashore. These will be found in the section of the pier prominently lettered with the initials of passengers' names. Thus, Mr. Smith will find his trunks in the "S" section; Mr. Jones in the "J" section, etc. Passengers should have their hand baggage taken at once to the same sections by the stewards.

Landing at New York. Passengers are landed on the piers of the Holland-America Line at Hoboken, where all the baggage is examined. Baggage not destined for New York can be sent to the interior of the

United States, or to any foreign country, in bond. Employees of different express companies are in attendance upon arrival of the steamship at the docks and will forward baggage at tariff rates as soon as it has been passed by the customs officers.

Carriages will be found on the Company's docks on arrival of the steamship to convey passengers and their effects to their various destinations within the city. Charges regulated by law.

FRANK PRESBREY CO., NEW YORK


N.A.S.M.